

D'ANNUNZIO GIVES POST IN CABINET TO NEW YORKER

ROME, Oct. 12.—Capt. Gabriele d'Annunzio, leader of the Italian troops that occupied Fiume, has organized a "cabinet" with Whitney Warren, a prominent New York architect, as a member of it, said a dispatch to the Epoch today.

Mr. Warren was in Paris when d'Annunzio's coup was executed. He had planned to sail for New York but was so inspired by the patriotic motives of d'Annunzio that he decided to go to Fiume and cast his lot with the celebrated Italian warrior-poet.

SLAVS PREPARE TO HOLD KLAGENFURT

ROME, Oct. 12.—Jugo-Slav troops are preparing to occupy Klagenfurt until Gabriele d'Annunzio's Italian forces evacuate Fiume, according to a Zurich dispatch to the Tempo.

Rival claims are being made to Klagenfurt by the Croats and Italians.

POLITICAL CHAOS HARASSES ITALY

ROME, Oct. 12.—Politics, both domestic and foreign, aligned itself with labor unrest to harass Italy today.

Throughout the provinces the campaign for seats in Parliament have created a situation approaching chaos. Labor troubles continue a source of annoyance. Striking farm hands have created disturbances which necessitated the calling of troops. And at Fiume, Gabriele d'Annunzio continues to defy the Government, his strength augmented by a war veteran with the rank of general, who renounced his oath of loyalty to the King.

Confusion in the political campaign appears to be a result of the war, as the new electoral law has found the parties completely disorganized. In several places there has been a succession of clashes between the Socialists and Nationalists. These frequently have degenerated into severe fighting and have resulted in the breaking up of campaign meetings. Police have been exceedingly active in their efforts to preserve order.

The agitation of striking farm hands presented the outstanding trouble in the labor world. Reports from Piacenza, in northern Italy, said troops had been dispatched to every large agricultural center in that district. Their presence was needed to quell disturbances between the strikers, strike-breakers, and the land owners were reported killed and five strikers wounded.

A government communication issued today in reference to the international situation said that "all equivocation has been set aside and mutual satisfaction established." After a conference between foreign minister Tittoni and the British ambassador to Rome.

"Intimate and cordial collaboration exists between the two countries in solution of the peace problems," the communique stated.

HEAT DRIVES HOG WILD.
RICHMOND, Va., Oct. 12.—Several of the finest hogs for exhibition at the State fair succumbed to the heat here recently, after being unloaded. One went wild, upset several stands and rushed into a store.

Hard Cider Becomes Drink With Authority When Run Through Cream Separator

AUGUSTA, Me., Oct. 12.—Thirst being the great grandfather of a popular wish in Maine, and much wishing being the mother of genius, it is reported that certain farmers hereabouts have established the fact that it is unnecessary to feed a cow barley malt and hops, nor to put her out to ferment in order to produce alcohol from a cream separator.

According to reports, all that is necessary is to pour hard cider into a cream separator and let the machine do its duty in high gear. And, behold! alcohol comes forth from the cream spout, while from the "blue milk" spout comes only non-alcoholic and uninteresting apple juice. "The all due to the kindly influence of centrifugal force, which, the inventors say, is as it should be."

ITALIAN PEASANTS RAIDING ESTATES

County Folk, Aided by Ex-Soldiers, Invade Duke of Orlania's Property.

ROME, Oct. 12.—It is reported that peasants, aided by former soldiers, are raiding many estates. News of a raid on the estate of the Duke of Orlania comes from Celano in the province of Aquila.

Twenty of the ringleaders were arrested, but were released, owing to the threatening attitude of the mob. At Cortemaggiore, province of Piacenza, fighting occurred between strikers and landowners. Two wealthy farmers and five strikers were injured.

SOFT COAL MINERS WILL STRIKE NOV. 1

PHILADELPHIA, Oct. 12.—A strike of bituminous coal miners, involving nearly 245,000 men in the States of the Middle West, will be ordered this week to take place on November 1, according to Thomas L. Lewis, president of the United Mine Workers of America, following a stormy session of the representatives of the union and of the coal operators here yesterday.

A sixty per cent increase in pay and a shorter working day is demanded by the union, while the operators claim that the war-time agreement between the miners and their employers still effects and will continue in force until the final ratification of peace.

President Lewis declared that the blame for the deadlock rests upon the operators and that he will leave for Indianapolis tomorrow to prepare the strike call. The anthracite miners, he said, are not affected.

KILLS MAN WHO WALKS WITH WIFE

ATLANTA, Ga., Oct. 12.—Willie Ellis, thirty, a decorator, shot and killed a man known as "Dutch" Elliott on a crowded downtown street yesterday. The shooting occurred when Ellis met Mrs. Estelle Ellis, his wife, walking with Elliott. He was immediately arrested and lodged in jail, charged with the crime.

"I had just returned from Chattanooga," Ellis told the police. "I had told Elliott repeatedly to leave my wife alone. He made a curt remark when I met him walking with Mrs. Ellis yesterday afternoon. He reached for his hip pocket, but my gun was ready and I shot three times."

Don't let careless expenditure make a slave of your purse. Buy wisely, and increase your money holdings by investing in W. S. S.

Oh, Man!



POISONED BABIES WIN OVER DEATH

(Continued from First Page.)
The mother became frightened. She told how she acted.

"I stayed up with them every night—every night—but they didn't get well and they didn't die. I was mad—mad with fright."

Then the terror of her deed gripped her. She ran to a neighbor, Mrs. Grace Baldwin, and confessed all.

On Monday the children were rushed to the Provident Hospital at Detroit.

The attending physician, Dr. H. W. Yates, made an examination and shook his head.

"Death is slowly coming to them both," he said. "There is no hope."

The father begged, pleaded. The physician could give him no hope. Then came the message from Dr. Carter. In the middle of the night Mr. Lukhart determined to take that one chance in a million. Those were the odds.

Start Early for Chicago.
Before other little patients in the children wards were awake, while heavy sleep still held the day in darkness, the girls were awakened. With their father and a nurse their ambulance began the trip to the station.

Sleepy streets and traffic held them up from time to time, and it was only because weather conditions held up the train that they were enabled to catch their fifteen minutes behind schedule. The train started half an hour late.

The shocking story of the mother's insane crime against her children began to be told. The father, who was swept Detroit, and so, when the two little girls were carried through the station, a crowd that knew all about them and this last hope against death gathered to see them off.

It was not a morbid crowd. Many a prayer followed the train as it pulled out.

On the train, reporters surrounded the father when the children had been made comfortable in the compartment assigned to them.

Whole Train Sends Gifts.
It was a strange trip to Chicago. The train had hardly gained way before it seemed that everybody aboard knew the children were there, and knew their pitiful story.

Mothers unconsciously hugged their children closer as they heard of the presence on the train of Shirley and Edna. And the children themselves must have known, for gifts began to come to the compartment.

From the children came dolls. More than twenty of them were piled in the compartment by the time the train reached Chicago—all sorts and varieties of them—rag dolls, kewpies and aristocratic china dolls.

Elderly women, hardly knowing why they did it, sent handkerchiefs. Books were also given.

Candy was sent to the compartment by the dozens of pounds. It seemed that everybody in the train must have sent a box. It piled up in a pathetic heap—pathetic because the children couldn't eat any of it.

Shirley was ill during the trip, except for an occasional "Mother" that came from her pallid lips. Edna sat up and chattered with her father and her mother.

At Battle Creek the engines were to be changed. They had wired ahead to Martin Donahue, who was to relieve the engineer, that the train was an hour and ten minutes late, and that he would have to speed up his part of the trip. They explained why. Donahue backed the engine he had into the roundhouse and got another one—the fastest one there.

Crowd Greets Train.
The train arrived at 3:05 p. m., an hour and five minutes late, despite unusual and heroic efforts to save time.

There was a crowd waiting at the Michigan Central station. News of the journey preceded the train.

Dr. Carter was there with two ambulances. From the train carried two little stretchers out. Shirley was unconscious. Edna was chattering and showed great interest in things.

A psychological warning gave the ambulances the right of way along

"Flying Parson" Says He'll Be Preacher Again When He Leaves Army

SAN FRANCISCO, Oct. 12.—The "sky pilot," Lieutenant Maynard, will live out the meaning of the term as Ralph Connot interpreted it.

"I expect to return to the ministry when I retire from the army," said Maynard today. "I still love the flying game as much as ever, but my wife doesn't. I shall go easy on it in the future. Is justice to her."

Lieutenant Maynard's wife and two daughters live in Mineola, N. Y. Maynard's home town is Kerr, N. C.

Michigan boulevard, and the trip to the hospital was accomplished in twenty-two minutes.

Dr. Carter called for volunteers for the blood transfusion. The father and five newspaper reporters offered themselves simultaneously.

Dr. Carter chose Thomas Wren. A test of his blood was made and Dr. Carter found it to be in good condition.

The operation proceeded. Wren gave a pint of his blood.

The blood transfusion operation was tried first on Shirley. Later, it was administered to Edna.

The last words that came from the waxen lips of Shirley were: "Where's mother?"

And Edna, before her own blue eyes closed, whispered to her father: "Is mother here?"

The father, choking back a sob, stroked their hands and lied: "Mother will be here in a minute."

Father Takes Blame.
"I have no feeling in the case other than that I am entirely to blame in the matter," said Mr. Lukhart, the father.

"I do not blame my wife. It is true that she appeared to be normal when this happened, but I am convinced she was out of her mind when she gave the poison to our children. For the misunderstanding which must have caused her to do what she did, I blame only myself."

"In a plain, every-day man—practical, you know. My wife is a temperamental, imaginative, and artistic leaning. She has always had an ambition to take up a musical career. I didn't encourage her."

"Of late she has talked of nothing but a stage career. She often bemoaned the fact that the children would interfere with that. There were numerous arguments, but never serious ones, for she was a good, loving wife—not a very good housekeeper, but an affectionate wife and a loving mother, and the neighbors all thought the world of her."

"I am just a working man, in love with my family. My wife was different. Our little home circle was not colorful enough. She wanted music, the lights of the stage, a career. The answer to it all is we should never have been married."

The fact that he has two little girls of his own was one of the things which interested Dr. Carter in the case. He is known as the dean in poison cases, and specializes in the treatment of bichloride of mercury poison cases.

He has handled more than 100 such cases here, and only seven of these resulted fatally.

FEAR FOOD FAMINE AS STRIKE RESULT

(Continued from First Page.)
The longshoremen as a whole in the referendum.

If the men vote to return to work, it will be at the scale provided last Monday by the national adjustment commission of 70 cents an hour, and \$1.10 for overtime, an increase from 65 cents, and \$1 for overtime. They are striking for \$1 and \$2 respectively.

The present strike of longshoremen and harbor workers looms up as the most serious labor difficulty with which New York has ever been faced. The city will awake tomorrow to find 10,000 expressmen have quit their jobs, unless demands are granted today by the United States Railroad Administration. The expressmen are scheduled to go out when the day shift goes off duty this afternoon.

Ferry Service Hampered.
Approval of the strike of port workers by the Marine Workers' affiliation, which was expressed in a vote binding all classes of harbor employees from captain to engineers and freight handlers, not to work with strikebreakers, adds another embargo to that established by the longshoremen against the foodstuffs piled high on the piers in Jersey, while New York and Jersey's supplies dwindle every minute. The effect of the vote will be to abridge or altogether stop the ferry service maintained under difficulties by the Lackawanna railroad.

Confab Offers Hope.
It is also likely to frustrate efforts of the railroad administration to keep part of its tugs and lighters at work carrying freight. A conference between executives of the railroad administration and leaders of the unions of the affiliation will be held here this morning at the office of A. J. Stone, Federal manager of the United States Railroad Administration. This conference offers the chief hope of averting what threatens to become a food famine in New York this week. A substantial part of the supply of perishable foodstuffs and fifty per cent of the milk consumed in this city is lighted or brought across the North River on ferry boats each day.

Both sides allege that the other has broken the agreement that ended the harbor strike of last spring. Officials of the railroad administration assert the first they knew of threatened difficulties was when ferry boats were deserted at their piers by their crews.

Joseph Stanton, business agent of the Railroad Port and Terminal Union, said the administration had ignored continuously the provisions of the settlement relating to the payment of an allowance for overtime calculated on an eight-hour day basis for a year on the eight-hour day which had been won. The men had been restless, he said, for weeks, and voted to strike at a meeting Friday night.

Drastic Action.
Food Administrator Arthur Williams declared today drastic action was necessary because of the danger of a heavy food shortage. The situation of the first two days, when boats remained unloaded, was aggravated by the stoppage of ferry service. Carloads of perishable produce, supplied daily to keep New York's supply at normal, remained untouched on the Jersey side of the Hudson river today because of lack of ferry transport.

Delivery of milk also was affected by the ferry strikes and New York had less than 50 per cent of its normal supply in time for regular delivery.

The strike of ferryboat workers came without warning. Their representatives announced today they were demanding a 25 per cent flat increase, and time a half for overtime.

Tug employees also were ordered out, and out of 106 railroad tugs operating in the harbor, only twenty-five were in service today.

No effort will be made to maintain regular steamer service, either in trans-Atlantic or coastwise trade. It was stated in shipping circles today, nor will any attempt be made to load vessels at the present time.

Practically all shipping is paralyzed. If present conditions continue until the middle of next week, it is estimated that a million tons of shipping will be held up.

Among the liners which are due today, and which may be at the mercy of the strikers, is the Northern Pacific, carrying Col. E. M. House back from Europe.

Among the most vehement protests aroused by the strike were voiced yesterday by nearly 2,000 Italians, already ready to sail back home on the Italian liner Dante Alighieri. Police met them at the pier and told them the boat would not sail.

Liner Dante Alighieri. Police met them at the pier and told them the boat would not sail.

"But we've no place to go," the prospective stowaway passengers complained, asking they be permitted to go aboard anyway. Their request was refused, and last night a crowd of disappointed Italians vainly sought sleeping quarters.

WINNER READY TO START RIGHT BACK

SAN FRANCISCO, Oct. 12.—Belvin W. Maynard, a Baptist preacher, flew into the Hall of Fame yesterday when he sped across San Francisco Bay and alighted at the Presidio.

The "sky pilot" had completed a record dash across the continent from Mineola to the Presidio in a flying time of 24 hours 50 minutes and 48 1/2 seconds. He averaged 195 1/2 miles an hour in the twenty-one flights which which the distance of 2,791 miles was subdivided.

Of the sixty fliers who hopped off from Mineola and San Francisco, on October 8, Lieutenant Maynard was the first to complete the transcontinental journey.

"I'm ready to start back tomorrow if they want me to," said Maynard. His face was covered with grime and he was perspiring profusely under the hot sun that gleamed down on the Presidio grounds. About him frisked the seven-month-old German police dog, "Trixie," that made the trip with Maynard.

Serdt, M. B. Cline, the parson's companion, whose aid helped greatly in the successful flight, beamed with pleasure as a crowd of 300 massed about Maynard on the field.

Long Landing Field.
Maynard lost about fifteen minutes in finding the Presidio.

The "Sky-Pilot" was first seen over Alameda, across the bay from San Francisco.

Instead of making direct for the Presidio, he circled the left to the direction of San Mateo. This maneuver was made, apparently, in an attempt to avoid a heavy fog.

Maynard disappeared in the fog only to re-appear suddenly over the Presidio.

Maynard glided to the ground with scarcely a jar.

The plane swung around and taxied slowly toward the crowd. Several soldiers and spectators stationed at the western end of the field caught the rear of the plane and ran along behind. About the center of the field Lieutenant Maynard stopped his motor and alighted some one.

The first man to shake his hand was Lieut. H. Halverson, in charge of arrangements at the field. Maynard immediately hurried to one side, escaping for a moment from the crowd which turned its attention to Cline, Maynard's companion, evidently mistaking him for Maynard. Photographers snapped Cline and joined in the cheering which had greeted the parson.

Surge Toward Hero.
When it was learned that Maynard was not in the plane, the crowd surged towards the last at the side of the field where the hapless parson was waiting. They formed a compact circle about him.

For ten minutes Maynard was pushed about and photographed in almost every conceivable pose.

"How would you like to start back now?" shouted some one.

"I'm all ready," said Maynard with a laugh.

His sweaty and dust-grimed face appeared as though he had been through a war, although he vigorously protested that he "felt fine."

'FLYING PARSON' IS WINNER THUS FAR

(Continued from First Page.)
Flying time had not been computed. Spatz, calculated roughly that he had averaged two miles a minute over the entire course.

Seven May Finish Today.
Seven fliers in the great transcontinental race, four winding their way westward and three eastward, were expected today to check in at the finish lines on both coasts.

Racing from Mineola to San Francisco, Capt. R. C. Drayton, in a De Havilland 4, was reported to be nearing the Pacific coast, in the latest advice received by the American Flying Club here. Drayton had left Battle Mountain, Nev., on his way to Reno and Sacramento.

Three more westward fliers, who reached Salt Lake yesterday afternoon, were expected today to resume their trip to San Francisco. These men were Lieut. L. S. Webster, Capt. J. O. Donaldson and Lieut. Alex Pearson, Jr.

Capit. Smith Doing Well.
Capt. Lowell H. Smith, who threatened to nose out Maynard at one stage of the race, had made the greatest progress among the remaining entrants in the eastward flight. He had reached Rochester, in the last reports received by the flying club here, and was expected to land at Mineola this afternoon. Lieut. M. E. Quinn and R. C. Worthington were reported from Cleveland and they, too, if weather permitted, were scheduled to conclude their flight.

General satisfaction was expressed in flying circles today over the day's set for the return trip, October 20. Although the return originally was scheduled for an earlier date, it was decided that because of the planes would require a thorough overhauling and that the pilots would need several days rest before resuming their long journey.

Greets Major Spatz.
"I'm dirty, mother," said Major Spatz, as his mother embraced him soon after his landing at Mineola yesterday.

The mother, however, refused to leave her son, but threw her arms around him in joy. When the family had finished greeting him, Spatz was joined by Kiel, and the two fliers were escorted to headquarters of Col. Archie Miller, commandant of Roosevelt Field.

There was the greatest interest along the route. Spatz and Kiel said. Great crowds gathered at every landing place to greet the pathfinders.

Spatz said he encountered a snowstorm in the Rocky mountains, and was forced to descend to fifty feet above the ground in order to see a railroad he was following.

Discussing the commercial possibilities in transcontinental flights, Spatz said:

"The first thing we would need would be a transcontinental highway 100 feet wide. There wouldn't be any need for landing fields then. Such a road would be a safe place to land and would provide a white line across the country for fliers' guidance."

CORNELL SEEKS TO RAISE \$5,000,000

Drive for Endowment Fund Will Be Launched October 20.

"A professor teaches on his stomach," said a Cornell University official.

"One hundred and twenty-five thousand dollars will feed a professor and his family for 1,000,000 years, via the endowment fund."

These are among the slogans adopted by the national campaign committee of Cornell University, set on foot to raise \$5,000,000 for the Cornell University endowment fund. Washington's committee has been appointed to work in behalf of the campaign and is said to be making good progress in the effort to put the drive "over the top" when it is launched the 20th of this month.

At a meeting of the national committee in New York last night, Thomas W. Lamont stated that although there is plenty of money in the United States to keep the machines and factories going strong in contributing to the world's supply of food, clothing and material, the most important factor—the brain factories—are being severely handicapped by their lack of funds.

SCHOOL BOARD TO MEET.
There will be a meeting of the Board of Education at the Franklin School building on Wednesday, October 15, 1919, at 4:30 p. m.

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STORK LEADS DEATH IN DAY'S RACE HERE

The stork led death in their race today, there being almost four times as many births as deaths reported to the Health Department in the past twenty-four hours.

Forty-four were reported, while only twelve persons were listed as having died. Twenty-four of the children born were boys.

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